

# Section 1

## Total Crashes, Injury Crashes and Fatal Crashes, 2000

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# Utah Crashes 1970 - 2000

From 1970 to 2000, over 1.4 million crashes occurred in Utah. Approximately 450,000 of the crashes involved injuries and 8,600 involved fatalities. During this 30-year time span, the total crash rates, injury crash rates, and fatal crash rates have all decreased significantly (Table 1.01).

In 2000, the total crash rate per 100 million vehicle miles traveled in Utah was 236; a 2% decrease from the 1999 rate. The injury crash rate decreased by 3% from the 1999 rate. The decrease was even more substantial for fatal crash rates in 2000 with a 7% decline from the 1999 rate.

Several factors may account for these changes. One may be the changes in the crash reporting criteria. Most notably, 1997 was the first year crashes occurring on private property were excluded. This change in the reporting system could account for the decrease in total crashes and injury crashes from the previous years. It would not impact the reporting of fatal crashes because all fatal crashes are reported regardless of whether they occur on private property or not. Another factor may be improvements in the medical system. As more lives are saved, the number of fatalities may be reduced, but the number of injuries reported may increase. Other factors that impact the decrease in the number of crashes, as well as the severity of crash injuries include: increased seatbelt use; improvements in the design of the roadways and vehicles; legislation including lower speed limits, impaired driving laws, and graduated driver licensing laws.

It is important to note that when doing comparisons between years, rates should be used rather than the crude number of events. Rates provide a more accurate picture of trends over time. The rates used in this report are based on the annual vehicle miles traveled. The Utah Department of Transportation supplies the number of vehicle miles traveled each year.

Table 1.01 Total Crashes, Injury Crashes and Fatal Crashes, Utah 1970-2000

<b>Year</b>	<b>Million Vehicle Miles Traveled (MVMT)</b>	<b>Total Crashes</b>	<b>Injury Crashes</b>	<b>Fatal Crashes</b>	<b>Total Crash Rate per 100 MVMT</b>	<b>Injury Crash Rate Per 100 MVMT</b>	<b>Fatal Crash Rate per 100 MVMT</b>
1970	6,108	35,166	10,722	276	575.7	175.5	4.5
1971	6,544	39,108	11,399	280	597.6	174.2	4.3
1972	6,969	39,856	11,630	312	571.9	166.9	4.5
1973	7,274	38,234	11,710	304	525.6	161.0	4.2
1974	7,457	31,401	10,560	204	421.1	141.6	2.7
1975	7,942	36,426	11,441	245	458.7	144.1	3.1
1976	8,420	34,345	11,685	225	407.9	138.8	2.7
1977	9,054	38,524	12,652	310	425.5	139.7	3.4
1978	9,826	42,684	13,423	315	434.4	136.6	3.2
1979	9,811	40,468	13,449	287	412.5	137.1	2.9
1980	10,645	33,582	11,701	292	315.5	109.9	2.7
1981	10,733	35,989	11,824	321	335.3	110.2	3.0
1982	10,947	38,192	11,504	263	348.9	105.1	2.4
1983	11,228	40,989	12,317	253	365.1	109.7	2.3
1984	11,642	47,489	13,477	274	407.9	115.8	2.4
1985	12,035	47,871	13,917	270	397.8	115.6	2.2
1986	12,253	46,690	13,988	276	381.0	114.2	2.3
1987	12,679	47,256	13,599	271	372.7	107.3	2.1
1988	13,263	49,249	13,377	258	371.3	100.9	1.9
1989	13,915	51,320	13,941	269	368.8	100.2	1.9
1990	14,646	52,691	14,632	236	359.8	99.9	1.6
1991	15,390	47,435	13,763	229	308.2	89.4	1.5
1992	16,263	50,660	15,665	235	311.5	96.3	1.4
1993	17,055	55,704	17,088	259	326.6	100.2	1.5
1994	18,080	59,272	18,726	303	327.8	103.6	1.7
1995	18,786	57,644	19,828	284	306.8	105.5	1.5
1996	19,433	61,505	20,988	292	316.5	108.0	1.5
1997	20,408	54,952	21,131	309	269.3	103.5	1.5
1998	21,237	54,072	19,427	308	254.6	91.5	1.5
1999	21,867	52,802	19,513	318	241.5	89.2	1.5
2000	22,517	53,151	19,564	318	236.0	86.9	1.4
Total	404,427	1,414,727	448,641	8,596	349.8	110.9	2.1

Note: All data in section 1 are based on crashes, not person statistics. Person data are reported in section 2.

# Injury and Fatal Crashes Trends 1970 - 2000

Figure 1.01 reflects the decreasing trend in injury crash rates per 100 million vehicle miles traveled (MVMT) from 1970 to 2000. The injury crash rates were highest in the early 1970s. A large decrease occurred in 1980, followed by a slight increase between 1990 to 1997.

Figure 1.01 Injury Crash Rates per Million Vehicle Miles Traveled, Utah 1970 - 2000

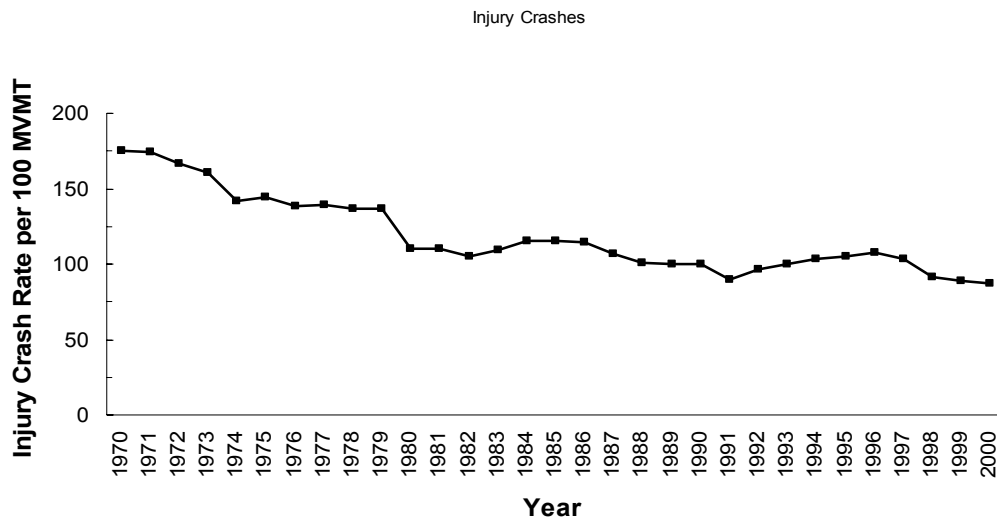


Figure 1.02 reflects the decreasing trend in fatal crash rates per 100 million vehicle miles traveled (MVMT) from 1970 to 2000. The fatal crash rates have markedly decreased from 1970 (4.5 per 100 MVMT) to 2000 (1.4 per 100 MVMT). The biggest decrease in fatal crash rates occurred in 1973, the same year the speed limit was lowered to 55 MPH.

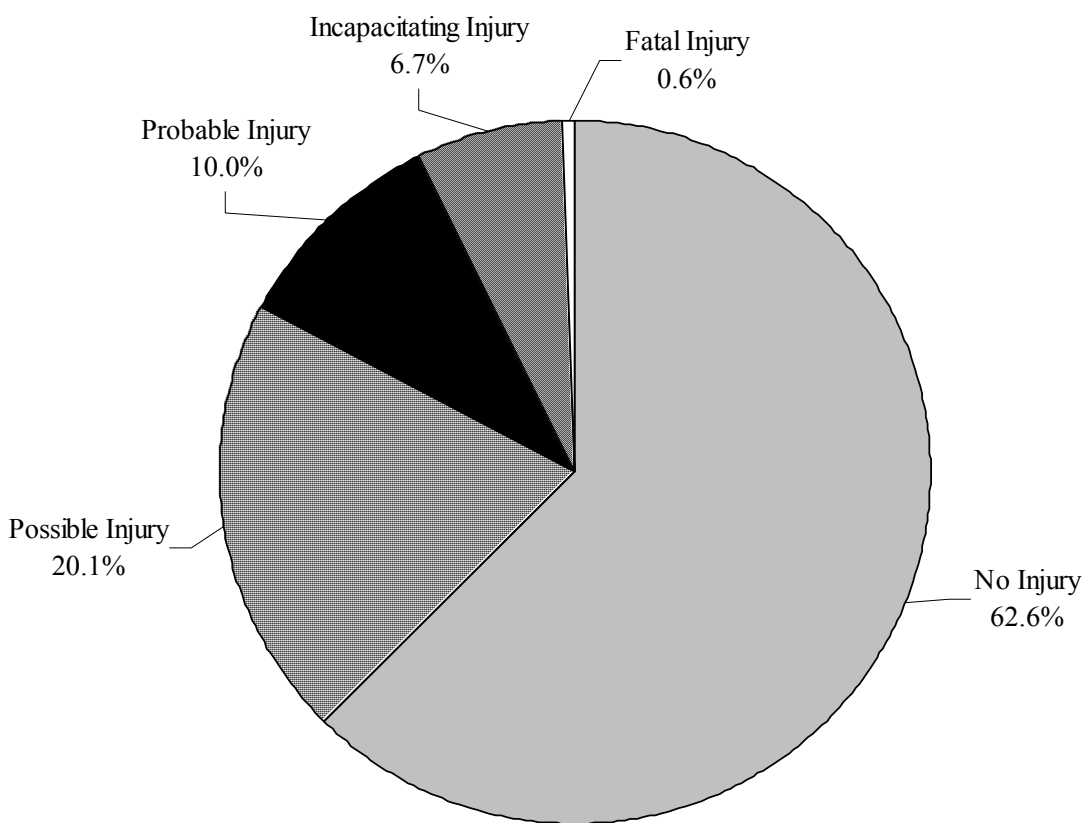
Figure 1.02 Fatal Crash Rates per Million Vehicle Miles Traveled, Utah 1970 - 2000



# Crash Severity

Figure 1.03 shows the breakdown of crash severity as recorded by the police. The majority (62.6%) of crashes resulted in property damage only, 37.4% of crashes resulted in some level of injury, and fatal crashes represented less than 1% (0.6%) of crashes in Utah.

Figure 1.03 Severity of Crashes as Reported by Police, Utah 2000 (n=53,151)



# Crashes by County

Figure 1.04 depicts the number of injury and fatal crashes for each county in Utah. For rates of total crashes, injury crashes and fatal crashes see Table 1.02.

Figure 1.04 Injury and Fatal Crashes by County, Utah 2000

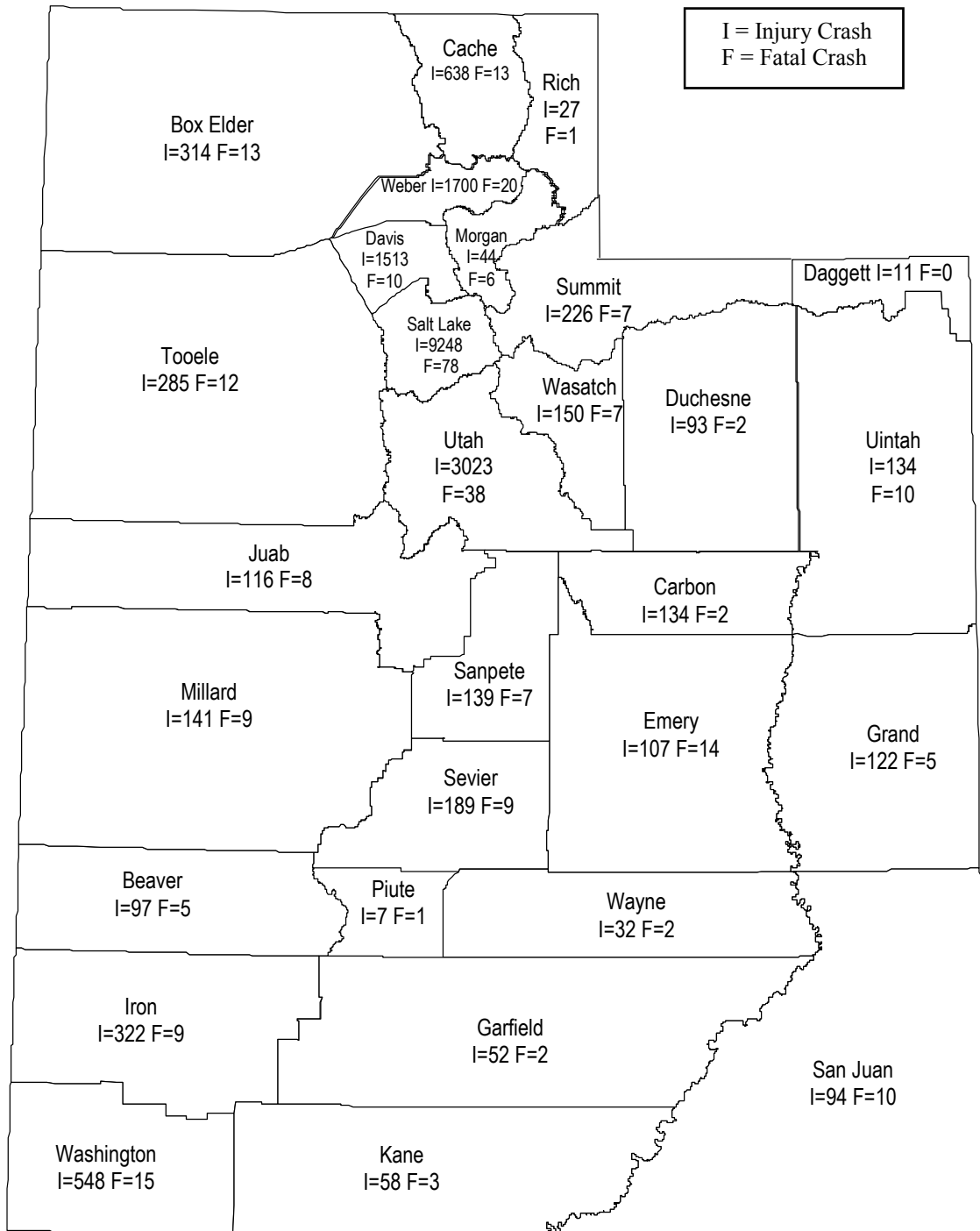


Table 1.02 shows the rates of total crashes, injury crashes and fatal crashes for each county. Two different rates are given in Table 1.02; one based on the miles traveled in the county and another on the population of the county. The rate of crashes per miles traveled provides a more accurate reflection of the motor vehicle crash risk. Cases where the crash rate per population is higher than the rate per miles traveled may indicate that the county has a large number of non-county drivers. Salt Lake, Weber, and Utah had the highest total crash and injury crash rates per miles traveled, while Morgan, Wayne, and Emery counties had the highest rates of fatal crashes.

Table 1.02 Total Crashes, Injury Crashes and Fatal Crashes by County, Utah 2000

County	Total Crashes			Injury Crashes			Fatal Crashes		
	#	Rate per MVMT	Rate per 10,000 Population	#	Rate per 10 MVMT	Rate per 10,000 Population	#	Rate per 100 MVMT	Rate per 10,000 Population
Beaver	267	1.3	384.9	97	4.5	139.9	5	2.3	7.2
Box Elder	937	1.0	219.6	314	3.4	73.6	13	1.4	3.0
Cache	1,985	2.5	212.5	638	8.0	68.3	13	1.6	1.4
Carbon	452	1.3	199.1	134	3.9	59.0	2	0.6	0.9
Daggett	44	1.7	514.6	11	4.3	128.7	0	0.0	0.0
Davis	4,669	2.2	198.2	1,513	7.2	64.2	10	0.5	0.4
Duchesne	316	1.6	219.6	93	4.8	64.6	2	1.0	1.4
Emery	327	0.9	291.7	107	3.0	95.4	14	4.0	12.5
Garfield	134	1.0	282.2	52	3.8	109.5	2	1.5	4.2
Grand	255	0.9	232.1	122	4.4	111.0	5	1.8	4.6
Iron	864	1.5	251.4	322	5.7	93.7	9	3.0	2.6
Juab	317	0.9	387.2	116	3.4	141.7	8	2.3	9.8
Kane	159	1.3	212.5	58	4.7	77.5	3	2.4	4.0
Millard	437	1.1	338.5	141	3.4	109.2	9	2.2	7.0
Morgan	182	1.5	260.6	44	3.7	63.0	6	5.0	8.6
Piute	45	1.5	269.5	7	2.4	41.9	1	3.4	6.0
Rich	73	1.6	388.5	27	6.1	143.7	1	2.2	5.3
Salt Lake	23,319	3.2	267.3	9,248	12.6	106.0	78	1.1	0.9
San Juan	324	1.2	239.4	94	3.4	69.4	10	3.6	7.4
Sanpete	392	1.7	175.3	139	6.1	62.2	7	3.1	3.1
Sevier	622	1.6	317.0	189	4.9	96.3	9	2.3	4.6
Summit	883	1.4	321.0	226	3.6	82.2	7	1.1	2.5
Tooele	823	1.2	233.3	285	4.2	80.8	12	1.8	3.4
Uintah	497	1.7	199.3	134	4.5	53.7	10	3.4	4.0
Utah	8,044	2.7	232.5	3,023	10.0	87.4	38	1.3	1.1
Wasatch	512	2.0	355.1	150	6.0	104.0	7	2.8	4.9
Washington	1,599	1.8	185.5	548	6.1	63.6	15	1.7	1.7
Wayne	90	2.2	343.4	32	7.8	122.1	2	4.9	7.6
Weber	4,583	3.0	240.3	1,700	11.3	89.1	20	1.3	1.0
Statewide	53,151	2.4	244.7	19,564	8.7	90.1	318	1.4	1.5

# Crashes by City

The crash rates per population for cities with over 200 crashes in 2000 are shown in Table 1.03. While South Salt Lake had the highest rate of total crashes, Riverdale had the highest rate of injury crashes, and Lindon had the highest rate of fatal crashes.

Table 1.03 Total Crash, Injury Crash and Fatal Crash Rates of Cities with More than 200 Crashes, Utah 2000

City	Total Crashes Rate Per 100,000		Injury Crashes Rate Per 100,000		Fatal Crashes Rate Per 100,000	
	#	Population	#	Population	#	Population
Salt Lake	4042	2259.0	2382	1331.2	23	12.9
Provo	2538	2451.0	986	952.2	5	4.8
Ogden City	2228	3326.3	841	1255.6	8	11.9
Ogden	1937	5482.4	642	1817.1	2	5.7
Sandy	1934	1923.7	706	702.3	2	2.0
Orem	1900	2274.6	707	846.4	5	6.0
Layton	1241	2283.6	428	787.6	2	3.7
South Salt Lake	1230	6420.0	379	1978.2	4	20.9
West Jordan	1184	1882.9	433	688.6	1	1.6
Logan	1060	2425.9	316	723.2	3	6.9
St. George	1009	2013.5	328	654.5	2	4.0
Taylorsville	883	1496.6	301	510.2	2	3.4
Draper	785	2936.9	232	868.0	2	7.5
Midvale	753	2628.5	230	802.8	0	0.0
Bountiful	657	1624.8	197	487.2	2	4.9
Clearfield	535	2273.6	166	705.5	2	8.5
Roy City	476	1446.5	175	531.8	0	0.0
South Jordan	438	1602.6	125	457.4	1	3.7
Cedar	434	1906.0	148	650.0	0	0.0
Riverdale	416	5547.4	167	2227.0	2	26.7
Roy	385	1776.2	145	669.0	4	18.5
Springville	377	2142.4	121	687.6	1	5.7
North Salt Lake	364	4360.8	117	1401.7	0	0.0
Riverton	353	1150.4	129	420.4	2	6.5
Centerville	322	2016.4	94	588.6	1	6.3
Spanish Fork	322	1872.1	123	715.1	0	0.0
Kaysville	312	1657.5	96	510.0	0	0.0
Pleasant Grove	281	1349.1	101	484.9	1	4.8
South Ogden	276	2391.3	101	875.1	0	0.0
South Ogden City	269	1807.8	95	638.4	1	6.7
Tooele	257	1478.2	53	304.8	2	11.5
Lindon	228	3351.0	81	1190.5	2	29.4
Lehi	226	1399.4	73	452.0	2	12.4

# Crash Times

Table 1.04 shows that total crashes and injury crashes were more likely to occur between 2 p.m. and 6 p.m., with a peak at 5 p.m. (evening rush hour). Fatal crashes followed a similar pattern with the peak occurring between 4 p.m. and 6 p.m. (Figure 1.05).

Table 1.04 Hour of Total Crashes, Injury Crashes and Fatal Crashes, Utah 2000

Hour	Total Crashes		Injury Crashes		Fatal Crashes	
	#	%	#	%	#	%
12 a.m.	730	1.4%	281	1.4%	12	3.8%
1 a.m.	616	1.2%	223	1.1%	15	4.7%
2 a.m.	455	0.9%	195	1.0%	4	1.3%
3 a.m.	331	0.6%	134	0.7%	4	1.3%
4 a.m.	369	0.7%	131	0.7%	10	3.1%
5 a.m.	622	1.2%	226	1.2%	12	3.8%
6 a.m.	1,262	2.4%	416	2.1%	17	5.3%
7 a.m.	2,730	5.1%	869	4.4%	9	2.8%
8 a.m.	2,546	4.8%	839	4.3%	18	5.7%
9 a.m.	1,905	3.6%	622	3.2%	10	3.1%
10 a.m.	2,109	4.0%	759	3.9%	17	5.3%
11 a.m.	2,583	4.9%	978	5.0%	14	4.4%
12 p.m.	3,339	6.3%	1,224	6.3%	15	4.7%
1 p.m.	3,072	5.8%	1,163	5.9%	14	4.4%
2 p.m.	3,589	6.8%	1,326	6.8%	17	5.3%
3 p.m.	4,237	8.0%	1,622	8.3%	11	3.5%
4 p.m.	4,328	8.1%	1,645	8.4%	17	5.3%
5 p.m.	4,978	9.4%	1,911	9.8%	19	6.0%
6 p.m.	3,837	7.2%	1,422	7.3%	25	7.9%
7 p.m.	2,558	4.8%	968	4.9%	10	3.1%
8 p.m.	2,059	3.9%	771	3.9%	14	4.4%
9 p.m.	2,076	3.9%	806	4.1%	12	3.8%
10 p.m.	1,630	3.1%	579	3.0%	12	3.8%
11 p.m.	1,190	2.2%	454	2.3%	10	3.1%
Grand Total	53,151	100.0%	19,564	100.0%	318	100.0%

Figure 1.05 Hour of Injury Crashes and Fatal Crashes, Utah 2000 (see Table 1.04 for values)

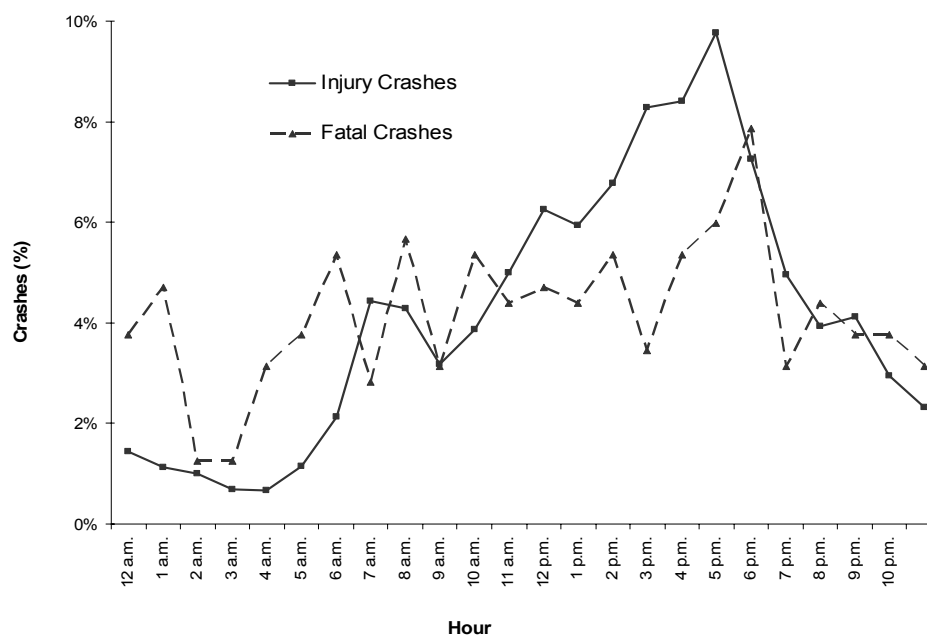


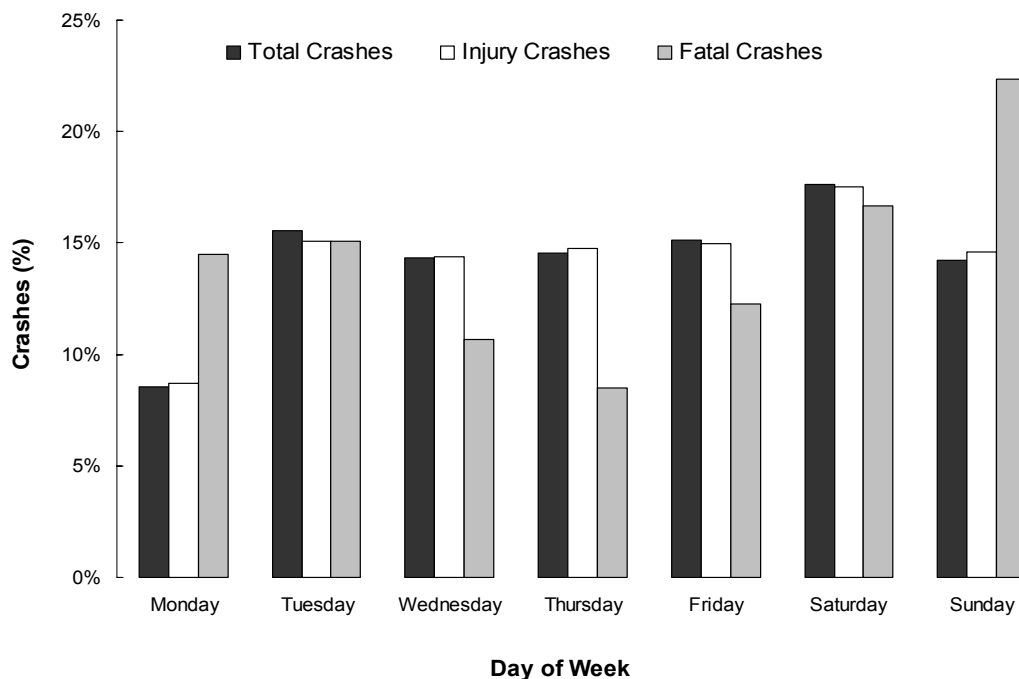
Table 1.05 shows that December had the highest rate of total crashes per day, while the months June, July, and August had the highest rates of fatal crashes per day. In fact, 32% of all fatal crashes occurred between June and August.

Table 1.05 Month of Total Crashes, Injury Crashes and Fatal Crashes, Utah 2000

Crash Month	Total Crashes		Injury Crashes		Fatal Crashes	
	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	4,494	145.0	1,538	49.6	25	0.8
February	4,028	143.9	1,375	49.1	20	0.7
March	4,357	140.5	1,600	51.6	17	0.5
April	3,975	132.5	1,540	51.3	25	0.8
May	4,257	137.3	1,635	52.7	27	0.9
June	4,275	142.5	1,703	56.8	35	1.2
July	4,320	139.4	1,642	53.0	36	1.2
August	4,543	146.5	1,769	57.1	32	1.0
September	4,451	148.4	1,741	58.0	27	0.9
October	4,726	152.5	1,787	57.6	26	0.8
November	4,771	159.0	1,565	52.2	21	0.7
December	4,954	159.8	1,669	53.8	27	0.9
Grand Total	53,151	145.6	19,564	53.6	318	0.9

Figure 1.06 and Table 1.06 show that the highest percentage of total crashes and injury crashes occurred on Saturday. However, crashes occurring on Sunday were 1.7 times more likely to involve a fatality compared to crashes that occurred on other days of the week. The majority of Sunday fatal crashes occurred during the early morning hours.

Figure 1.06 Day of Week for Total Crashes, Injury Crashes and Fatal Crashes, Utah 2000



Note: The above graph is based on percentages for the different crash categories. To read the above graph, look at one category across the days of the week. For example, look at only the white bars (i.e. injury crashes) from day to day. Do not compare the heights of the different crash categories for a specific day.

Table 1.06 Day of Week for Total Crashes, Injury Crashes and Fatal Crashes, Utah 2000

Day of Week	Total Crashes		Injury Crashes		Fatal Crashes	
	#	%	#	%	#	%
Monday	4,543	8.5%	1,702	8.7%	46	14.5%
Tuesday	8,276	15.6%	2,952	15.1%	48	15.1%
Wednesday	7,621	14.3%	2,814	14.4%	34	10.7%
Thursday	7,740	14.6%	2,889	14.8%	27	8.5%
Friday	8,054	15.2%	2,926	15.0%	39	12.3%
Saturday	9,360	17.6%	3,424	17.5%	53	16.7%
Sunday	7,557	14.2%	2,857	14.6%	71	22.3%
Grand Total	53,151	100.0%	19,564	100.0%	318	100.0%

# Holiday Crashes 1998 - 2000

Table 1.07 shows the number of fatal crashes that occurred on holidays for the past three years. The number of days included in a holiday varied by year. When a holiday falls on Monday, the holiday begins at noon the Friday before the holiday, and ends at midnight on the holiday. If a holiday does not fall on the weekend, the holiday begins at noon the day before the holiday, and ends on midnight the day after the holiday. Because of the differing lengths of holidays, the rate per day is provided and should be used to compare holidays by year. Holidays are a concern due to increased motor vehicle travel combined with other possible risk factors (e.g., alcohol and other drug impaired driving, fatigued driving). Thanksgiving was the holiday with the highest rate of fatal crashes for 1998, Memorial Day had the highest rate of fatal crashes for 1999, and July 24th had the highest rate of fatal crashes in 2000. The fatal crash rate per day for holidays is 0.6 which is lower than the rate per day of 0.9 for the whole year.

Table 1.07 Fatal Crashes by Holiday, Utah 1998 - 2000

Holiday	1998 Fatal Crashes		1999 Fatal Crashes		2000 Fatal Crashes	
	#	Rate per day	#	Rate per day	#	Rate per day
New Years	2	0.4	0	0.0	0	0.0
Memorial Day	2	0.5	7	1.8	2	0.5
July 4th	2	0.7	5	1.7	4	1.0
July 24th	2	0.5	4	1.0	5	1.3
Labor Day	4	1.0	4	1.0	3	0.8
Thanksgiving	10	2.5	3	0.8	2	0.4
Christmas	2	0.5	1	0.3	1	0.3
Total	24	0.9	24	0.9	17	0.6

# Crash Characteristics

Table 1.08 shows crashes involving two motor vehicles represented the majority of crashes (72.3%). Pedestrian-motor vehicle crashes represented 1.3% of all crashes, but accounted for 9.4% of fatal crashes resulting in a 8-fold increased risk of a fatality. In addition when a vehicle ran off the roadway (to the right, to the left, and through the median), there was a 4-fold increased risk of a fatality.

Table 1.08 Types of Total Crashes, Injury Crashes and Fatal Crashes, Utah 2000

Crash Type	Total Crashes		Injury Crashes		Fatal Crashes	
	#	%	#	%	#	%
Two Motor Vehicles	38,436	72.3%	13,787	70.5%	106	33.3%
Ran Off Roadway - To the Right	3,504	6.6%	1,555	7.9%	72	22.6%
Motor Vehicle and Fixed Object	2,496	4.7%	784	4.0%	9	2.8%
Motor Vehicle and Wild Animal	2,121	4.0%	146	0.7%	2	0.6%
Ran Off Roadway - To the Left	1,876	3.5%	880	4.5%	33	10.4%
Other Non-Collision	1,215	2.3%	369	1.9%	4	1.3%
Motor Vehicle and Bicycle	691	1.3%	625	3.2%	8	2.5%
Motor Vehicle and Pedestrian	687	1.3%	626	3.2%	30	9.4%
Motor Vehicle and Other Object	651	1.2%	127	0.6%	3	0.9%
Ran Off Roadway Through Median	554	1.0%	274	1.4%	38	11.9%
Overtaken in Roadway	467	0.9%	292	1.5%	9	2.8%
Motor Vehicle and Domestic Animal	419	0.8%	88	0.4%	2	0.6%
Motor Vehicle and Train	34	0.1%	11	0.1%	2	0.6%
Grand Total	53,151	100.0%	19,564	100.0%	318	100.0%

Table 1.09 shows the majority of crashes (75%) occurred in urban areas. However, the majority of fatal crashes (60.4%) occurred in rural areas. In fact, rural crashes were 5 times more likely to result in a fatality than other crashes.

Table 1.09 Urban / Rural Location of Total Crashes, Injury Crashes and Fatal Crashes, Utah 2000

Urban / Rural Location	Total Crashes		Injury Crashes		Fatal Crashes	
	#	%	#	%	#	%
Rural Area - Up to 5,000	13,293	25.0%	4,290	21.9%	192	60.4%
Small Urban - 5,000 to 49,999	2,447	4.6%	803	4.1%	10	3.1%
Moderate Urban - 50,000 to 199,999	1,224	2.3%	408	2.1%	5	1.6%
Large Urban - 200,000 or More	36,176	68.1%	14,057	71.9%	111	34.9%
Missing	11	0.0%	0	0.0%	0	0.0%
Grand Total	53,151	100.0%	19,558	100.0%	318	100.0%

Table 1.10 shows the leading collision types (excluding other) were a rear end (28.9%) and a broadside (23.7%). These were also the leading injury collision types. The leading fatal collision type was a single vehicle rollover (37.4%), followed by broadside (15.4%) and pedestrian/bicyclist crash (11.9%). Head-on collisions were 6 times more likely and single vehicle rollovers were 5 times more likely to result in a fatality than other collisions.

Table 1.10 Collision Description of Total Crashes, Injury Crashes and Fatal Crashes, Utah 2000

Collision Description	Total Crashes		Injury Crashes		Fatal Crashes	
	#	%	#	%	#	%
Other	16,057	30.2%	3,242	16.6%	38	11.9%
Rear End	15,364	28.9%	6,044	30.9%	10	3.1%
Broadside	12,572	23.7%	5,737	29.3%	49	15.4%
Side Swipe	3,605	6.8%	820	4.2%	26	8.2%
Single Vehicle Rollover	3,354	6.3%	2,134	10.9%	119	37.4%
Pedestrian/Bicyclist Crash	1,378	2.6%	1,251	6.4%	38	11.9%
Single Vehicle Fixed Object	508	1.0%	173	0.9%	9	2.8%
Head-on	285	0.5%	155	0.8%	28	8.8%
Single Vehicle Other	28	0.1%	8	0.0%	1	0.3%
Grand Total	53,151	100.0%	19,564	100.0%	318	100.0%

Table 1.11 shows the majority of vehicles involved in Utah crashes were passenger cars (54.9%). While motorcycles represented less than 1% of vehicles involved in crashes, they represented 4.6% of vehicles in fatal crashes. Crashes involving a motorcycle were 6 times more likely to be fatal than crashes involving other vehicles. Crashes involving a large/semi truck were 3 times more likely to be fatal than crashes involving other vehicles.

Table 1.11 Type of Vehicles Involved in Total Crashes, Injury Crashes and Fatal Crashes, Utah 2000

Vehicle Type	Total Crashes		Injury Crashes		Fatal Crashes	
	#	%	#	%	#	%
Passenger Car	54,533	54.9%	21,191	56.6%	208	43.5%
Pickup Truck / Vans	39,151	39.4%	14,102	37.7%	205	40.3%
Large/Semi Truck	3,288	3.3%	913	2.4%	44	8.9%
Other	1,454	1.5%	578	1.5%	8	46.2%
Motorcycle	746	0.8%	636	1.7%	21	4.6%
School Bus	135	0.1%	32	0.1%	2	0.0%
Grand Total	99,307	100.0%	37,452	100.0%	488	100.0%

# Crash Violations and Contributing Factors

Officers at the scene cited 53.1% of drivers involved in a crash for a traffic violation. Table 1.12 shows the leading violation for all crashes was “failure to yield right of way” (26.6%). The top violations in fatal crashes were “driving under the influence” (23%) and “vehicular homicide” (19.7%). Drivers cited for “driving under the influence” were 10 times more likely to be involved in a fatal crash than drivers cited for other violations.

Table 1.12 Violations for Total Crashes, Injury Crashes and Fatal Crashes, Utah 2000

Violations	Total Crashes		Injury Crashes		Fatal Crashes	
	#	%	#	%	#	%
Failure to Yield Right of Way	13,562	26.6%	5,888	28.8%	8	13.1%
Improper Lookout	11,884	23.3%	4,630	22.6%	6	9.8%
Speeding	5,308	10.4%	1,814	8.9%	6	9.8%
Following Too Close	4,736	9.3%	1,821	8.9%	1	1.6%
Other Non-Moving Violations	3,203	6.3%	1,308	6.4%	3	4.9%
All Other Moving Violations	2,895	5.7%	1,097	5.4%	6	9.8%
Failure to Stop at Red Light	1,725	3.4%	948	4.6%	1	1.6%
Driving Under the Influence	1,531	3.0%	837	4.1%	14	23.0%
Negligent Collision	1,337	2.6%	491	2.4%	0	0.0%
Improper Turn	1,254	2.5%	420	2.1%	0	0.0%
Improper Lane Change	872	1.7%	212	1.0%	0	0.0%
Failure to Stop at Stop Sign	556	1.1%	287	1.4%	0	0.0%
Reckless Driving	502	1.0%	238	1.2%	2	3.3%
Improper Passing	410	0.8%	115	0.6%	0	0.0%
Hit and Run	407	0.8%	134	0.7%	1	1.6%
Improper Backing	378	0.7%	45	0.2%	1	1.6%
Wrong Side of Road	283	0.6%	129	0.6%	0	0.0%
Improper Start or Stop	200	0.4%	55	0.3%	0	0.0%
Vehicular Homicide	12	0.0%	0	0.0%	12	19.7%
Wrong Way on One Way Street	6	0.0%	4	0.0%	0	0.0%
Grand Total	51,061	100.0%	20,473	100.0%	61	100.0%

The factors contributing to crashes in 2000 are listed in Table 1.13. These factors were coded by the scene officers for each vehicle involved in the crash. The officer may record no contributing factor or up to two different contributing factors. The leading contributing factors recorded for total crashes and injury crashes were "improper lookout" (14.1 % and 13.5%), while "speed too fast" (16.7%) was the leading contributing factor recorded for fatal crashes. If "driving under the influence", "had been drinking" and "under the influence of drugs" were combined it would be the third leading contributing factor for fatal crashes at 8.6%.

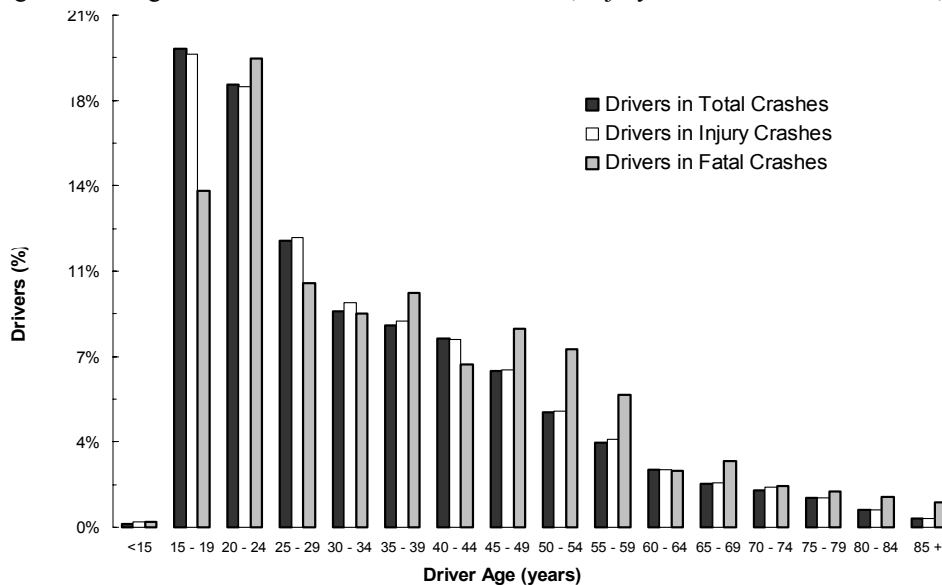
Table 1.13  
Contributing  
Factors of Total  
Crashes, Injury  
Crashes and  
Fatal Crashes,  
Utah 2000

Contributing Factors	Total Crashes		Injury Crashes		Fatal Crashes	
	#	%	#	%	#	%
Improper Lookout	15,972	14.1%	5,805	13.5%	44	6.9%
Failed to Yield the Right of Way	10,180	9.0%	4,233	9.9%	34	5.4%
Following Too Closely	7,530	6.7%	2,797	6.5%	4	0.6%
Speed Too Fast	7,789	6.9%	2,959	6.9%	106	16.7%
Other Improper Driving	5,696	5.0%	2,239	5.2%	60	9.5%
Improper Turn	2,451	2.2%	738	1.7%	5	0.8%
Hit and Run	2,507	2.2%	654	1.5%	6	0.9%
Disregarded Traffic Signal	2,306	2.0%	1,225	2.9%	10	1.6%
Driving Under the Influence	1,490	1.3%	808	1.9%	35	5.5%
Improper Overtaking	1,146	1.0%	315	0.7%	4	0.6%
Non-Contact Vehicle Involved	1,390	1.2%	443	1.0%	13	2.1%
Drove Left of Center	1,113	1.0%	467	1.1%	36	5.7%
Asleep	882	0.8%	457	1.1%	27	4.3%
Improper Backing	727	0.6%	71	0.2%	2	0.3%
Passed Stop Sign	719	0.6%	378	0.9%	3	0.5%
Had Been Drinking	453	0.4%	237	0.6%	18	2.8%
Other Defective Condition	405	0.4%	119	0.3%	5	0.8%
Fatigued	385	0.3%	192	0.4%	20	3.2%
Brakes Defective	306	0.3%	113	0.3%	3	0.5%
Tires Defective	284	0.3%	102	0.2%	3	0.5%
Improper Parking	292	0.3%	79	0.2%	0	0.0%
Ill	221	0.2%	143	0.3%	2	0.3%
Cargo Loss or Shift	244	0.2%	48	0.1%	2	0.3%
Failed to Signal	165	0.1%	38	0.1%	0	0.0%
Wrong Side of Road	140	0.1%	61	0.1%	3	0.5%
Non-collision Fire	206	0.2%	9	0.0%	0	0.0%
Under the Influence of Drugs	128	0.1%	77	0.2%	2	0.3%
Jackknife	122	0.1%	27	0.1%	2	0.3%
Down Hill Runaway	90	0.1%	24	0.1%	0	0.0%
Windshield Not Clear	107	0.1%	42	0.1%	0	0.0%
Stolen	104	0.1%	38	0.1%	2	0.3%
Separation of Units	126	0.1%	17	0.0%	0	0.0%
Towed Vehicle	96	0.1%	22	0.1%	0	0.0%
Headlights Insufficient or Out	76	0.1%	34	0.1%	0	0.0%
Vehicle Rolling in Traffic Lane	105	0.1%	37	0.1%	0	0.0%
Other Lights or Reflecting/Defective	52	0.0%	20	0.0%	0	0.0%
Steering Mechanism Defective	51	0.0%	16	0.0%	0	0.0%
Eyesight Defective Uncorrected	44	0.0%	9	0.0%	0	0.0%
Headlights Glaring	47	0.0%	13	0.0%	0	0.0%
Wrong Way on One Way Street	19	0.0%	12	0.0%	0	0.0%
Immersion	15	0.0%	5	0.0%	1	0.2%
Explosion or Fire	31	0.0%	7	0.0%	2	0.3%
Collision Fire	7	0.0%	3	0.0%	2	0.3%
Grand Total	112,981	100.0%	42,955	100.0%	634	100.0%

# Drivers Involved in Crashes

Figure 1.07 shows the age of drivers involved in crashes for 2000. The age distribution of drivers involved in total crashes and injury crashes were similar; drivers between the age of 15 to 19 years represented the highest percentage of drivers involved in these crashes. Drivers between the age of 20 to 24 represented the largest percentage of drivers involved in fatal crashes. For information regarding crash rate per license driver, see Figure 1.08.

Figure 1.07 Age of Drivers Involved in Total Crashes, Injury Crashes and Fatal Crashes, Utah 2000



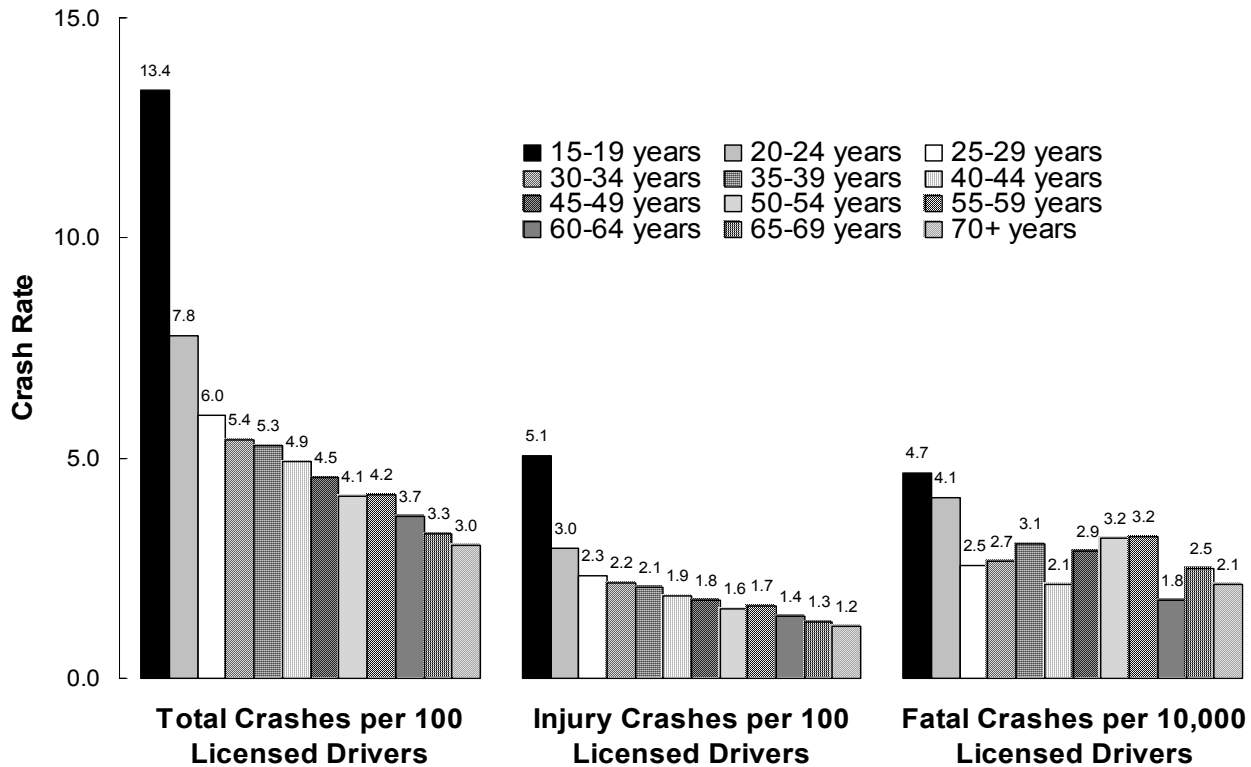
Note: The above graph is based on percentages for the different crash categories. To read the above graph, look at one category across the age groups. For example, look at only the white bars (i.e. drivers in injury crashes) from age group to age group. Do not compare the heights of the different crash categories for a specific age group.

Table 1.14 Age of Drivers Involved in Total Crashes, Injury Crashes and Fatal Crashes, Utah 2000

Driver's Age	Total Crashes		Injury Crashes		Fatal Crashes	
	#	%	#	%	#	%
<15	129	0.1%	79	0.2%	1	0.2%
15 - 19	18,856	19.6%	7,129	19.4%	66	13.8%
20 - 24	17,475	18.2%	6,638	18.0%	92	19.2%
25 - 29	11,285	11.7%	4,376	11.9%	48	10.0%
30 - 34	8,530	8.9%	3,395	9.2%	42	8.8%
35 - 39	7,948	8.3%	3,107	8.4%	46	9.6%
40 - 44	7,445	7.7%	2,835	7.7%	32	6.7%
45 - 49	6,142	6.4%	2,374	6.5%	39	8.1%
50 - 54	4,547	4.7%	1,743	4.7%	35	7.3%
55 - 59	3,353	3.5%	1,330	3.6%	26	5.4%
60 - 64	2,282	2.4%	865	2.4%	11	2.3%
65 - 69	1,706	1.8%	663	1.8%	13	2.7%
70 - 74	1,467	1.5%	599	1.6%	8	1.7%
75 - 79	1,166	1.2%	444	1.2%	7	1.5%
80 - 84	690	0.7%	265	0.7%	6	1.3%
85 +	337	0.4%	136	0.4%	5	1.0%
Missing	2,792	2.9%	800	2.2%	2	0.4%
Grand Total	96,150	100.0%	36,778	100.0%	479	100.0%

Similar trends in the age of drivers involved in crashes are illustrated in Figure 1.08 which shows the crash rate per licensed drivers. Drivers aged 15 to 19 years experienced the highest total crash, injury crash and fatal crash rates. Drivers aged 20 to 24 years had the second highest total crash, injury crash, and fatal crash rate.

Figure 1.08 Age of Driver by Crash Rate per Licensed Driver\*, Utah 2000



\*The number of licensed drivers was provided by the Utah Driver License Division.

Table 1.15 shows males represented 58.1% of all drivers involved in a crash, and 71.9% of drivers involved in fatal crashes. Females accounted for 39.9% of drivers involved in a crash, but they represented a slightly higher percentage of drivers in injury crashes at 42.8%.

Table 1.15 Gender of Drivers Involved in Total Crashes, Injury Crashes and Fatal Crashes, Utah 2000

Driver's Gender	Total Crashes		Injury Crashes		Fatal Crashes	
	#	%	#	%	#	%
Female	38,339	39.9%	15,751	42.8%	135	27.4%
Male	55,889	58.1%	20,543	55.9%	343	71.9%
Missing	1,922	2.0%	484	1.3%	1	0.6%
Grand Total	96,150	100.0%	36,778	100.0%	479	100.0%

# Out of State Drivers Involved in Utah Crashes

Table 1.16 shows the state of licensure for drivers involved in Utah crashes. While out-of-state licensed drivers accounted for 8.6% of drivers involved in crashes, they represented 19.1% of drivers involved in fatal crashes. This may be due in part to fatigued driving on out-of-state trips. There were several counties that had a disproportional amount of out-of-state drivers (Table 1.17). Most notably, Grand (46.2%), San Juan (44.4%), Kane (43.3%), and Daggett (39.2%) had a high proportion of out-of-state licensed drivers involved in crashes. These drivers may place an extra burden on the residents and medical services in these counties.

Table 1.16 State of Licensure for Drivers Involved in Total Crashes, Injury Crashes and Fatal Crashes, Utah 2000

Drivers License State	Total Crashes		Injury Crashes		Fatal Crashes	
	#	%	#	%	#	%
Out of State	8,568	8.6%	3,192	8.5%	93	19.1%
Utah	84,299	84.9%	32,598	87.0%	384	78.7%
Missing	6,440	6.5%	1,662	4.4%	11	2.3%
Grand Total	99,307	100.0%	37,452	100.0%	488	100.0%

Table 1.17 State of Licensure for Drivers by County, Utah 2000

County	Total Drivers	Out of State Drivers	
		#	%
Beaver	330	99	30.0%
Box Elder	1,356	230	17.0%
Cache	3,595	406	11.3%
Carbon	661	67	10.1%
Daggett	51	20	39.2%
Davis	8,740	646	7.4%
Duchesne	407	25	6.1%
Emery	399	123	30.8%
Garfield	178	62	34.8%
Grand	340	157	46.2%
Iron	1,339	258	19.3%
Juab	401	73	18.2%
Kane	210	91	43.3%
Millard	531	140	26.4%
Morgan	238	33	13.9%
Piute	52	13	25.0%
Rich	89	15	16.9%
Salt Lake	44,788	2,558	5.7%
San Juan	396	176	44.4%
Sanpete	556	29	5.2%
Sevier	804	229	28.5%
Summit	1,312	275	21.0%
Tooele	1,247	147	11.8%
Uintah	732	63	8.6%
Utah	15,059	1,653	11.0%
Wasatch	710	67	9.4%
Washington	2,843	414	14.6%
Wayne	103	24	23.3%
Weber	8,683	475	5.5%
Grand Total	96,150	8,568	8.9%